

Dupont Circle ANC 2B  
Draft Resolution in Support of the Bicycle Safety Amendment Act of 2013

WHEREAS Councilmembers Cheh and Wells have introduced the “Bicycle Safety Amendment Act of 2013”; and

WHEREAS the District Department of Transportation (DDOT) released a report in February 2013 analyzing bicycle and pedestrian crash records for the last two years, which concluded that the intersections of 14<sup>th</sup> & U Streets NW and 16<sup>th</sup> Street & New Hampshire Ave NW are among the most dangerous for bicyclists in the city; and

WHEREAS the Dupont Circle Advisory Neighborhood Commission (ANC 2B) held a public listening session on June 20, 2012 and heard from the community about issues broadly concerning pedestrian and bicycle safety; and

WHEREAS ANC 2B also held a public listening session on September 27, 2012 in conjunction with Logan Circle Advisory Neighborhood Commission (ANC 2F) where it heard from the community about issues concerning bicycle lanes, signage, bicycling on sidewalks, and pedestrian safety; and

WHEREAS there are several ongoing and planned major construction projects in and around ANC 2B that require blocking a sidewalk, bicycle lane, or other pedestrian or bicycle path; and

WHEREAS ANC 2B values its strong relationships with the Metropolitan Police Department, the District Department of Transportation, ANC 2F, the Executive Office of the Mayor, the Council of the District of Columbia, and the Washington Area Bicyclist Association; and

WHEREAS ANC 2B appreciates the initiative and commitment of Councilmembers Cheh and Wells to protecting vulnerable road users in the District;

BE IT RESOLVED that ANC 2B supports the passage of the “Bicycle Safety Amendment Act of 2013” with the following recommendations:

1. New laws governing the actions of drivers and bicyclists are only effective if properly enforced; the City Council must fund and direct the Metropolitan Police Department to increase traffic enforcement efforts as part of the normal duties of all of its officers and increase ongoing traffic enforcement training.
2. The City Council must include language in the law that more clearly defines the term “safe accommodation” as it relates to the proposed requirement for construction projects blocking sidewalks and bicycle lanes. More clarity is important to avoid unintended regulatory flexibility that could result in unsafe accommodations. That definition must include requirements to protect and cover pedestrians and that the accommodations not be unduly burdensome.

BE IT FURTHER RESOLVED that ANC 2B encourages the City Council to continue its work to protect road users, particularly pedestrians, by implementing safety programming through new infrastructure, education and enforcement campaigns.